

Bristol and Exeter Railway.—Exeter must now be considered a railway town, as a locomotive engine has this week, for the first time, made its appearance within that ancient capital of the West of England. On the 17th ult. the first complete passage of an engine from the present terminus of the railway at Beambridge to the new station at Exeter took place, the engine conveying Mr. Brunel, the engineer in chief, Mr. Frupp, one of the Directors, and several of the assistant engineers, with Mr. Hennett, the contractor for the permanent way, on whose account the engine was engaged for the conveyance of timber and other materials down the line. The arrival of the engine was hailed with much interest by the Easons, hundreds of whom were assembled to witness this novel visitor. In a few days this will become an ordinary sight, and there will then (with the exception of a slight break between Bristol and Gloucester, which will be completed in the course of a few weeks) be an unbroken railway communication from Exeter to Newcastle-on-Tyne, a distance of upwards of 300 miles.

Pontop and South Shields Railway.—A special general meeting of the shareholders was held at the offices, Guildhall-buildings, for the purpose of having laid before them the draft of a Bill now before Parliament, for enabling the company to widen a part of the railway, to make branches therefrom, and for other purposes. The meeting, a mere formal one for the purpose of complying with the standing orders of the House of Lords, was very thinly attended—not more than a dozen shareholders being present. Mr. Reaue was in the chair. The Bill, which is for widening a portion of the line, about five miles in extent, lying between the Durham Junction Railway and the Brandling Junction Railway, and intended to form part of the proposed line of railway between Newcastle and the Great North of England Railway, was unanimously approved of, and the meeting separated.

New Railway.—A direct northern railway, from London to York, by Lincoln, having in view the connection of the north of England and Scotland, by York, with the metropolis, has been recently started. This line is proposed to commence from King's-cross, and to proceed through Chipping-Barnet, Biggleswade, St. Neot's, Huntingdon, and Peterborough, to Lincoln, and thence by Gainsborough, Thorpe, Spalding, and Selby, to York. The capital required is 4,000,000*l.*, in 100*l.* shares. Among the advantages which it is stated this route would possess are—that the distance between London and York would be 39 miles less than by the existing railways; that it would reduce the distance between London and Edinburgh 39 miles; and that it would be the nearest way to Leeds, Selby, Hull, Halifax, Bradford, Huddersfield, Wakefield, Pontefract, and Sheffield.

Proposed Railway from Oxford to Wolverhampton.—We have received information, from a source on which we have reason to place every reliance, to the effect that the projected railway from Oxford to Wolverhampton is progressing prosperously; that negotiations are now on foot with other railway companies, and that in a very short time a detailed prospectus, with the names of a most influential provisional committee, will be issued.—*Worcester Journal*.

The Kent Railway.—This project as originally started in 1836 has been revived. The line is proposed to go from London to Ramsgate, Margate, and Deal, passing through or near the towns of Deptford, Greenwich, Woolwich, Erith, Dartford, Greenhithe, Gravesend, Strood, Rochester, Chatham, Brompton, Milton, Sittingbourne, Faversham, Canterbury, Whitstable, Herne Bay, Sandwich, and Deal. The capital required 2,000,000*l.*, to be raised by the issue of 100,000 shares of 20*l.* each.

The Mayor of Banbury has received from Charles A. Saunders, Esq., Secretary of the Great Western Railway, a letter, intimating that it is the intention of that company to extend the Oxford Railway to Banbury, and that it is in contemplation of other parties to make a line from Banbury towards Worcester and Wolverhampton, as proposed by Mr. Elgie at the late meetings in this city. Kidderminster, Evesham, &c.—*Worcester Journal*.

Railway Openings.—In May, no fewer than four new railways will be opened for public traffic. The first in point of importance will be the Bristol and Exeter Railway. By this opening the public will be put in possession of an uninterrupted communication westward of 194 miles, 118 of which belong to the Great Western Proper, the remaining 76 miles being the length of the newly-opened line from Bristol to Exeter.—The Norwich and Yarmouth Railway, twenty and a half miles in length.—The Liverpool and Manchester Extension Railway, through Salford, to join the Manchester and Leeds Railway.—The West London Railway, which will form a West End terminus to the Great Western and London and Birmingham Railways, and will no doubt prove a welcome acquisition to the public, since it is calculated in the latter case, that a passenger wishing to go to Chelsea, Hammer-smith, or Knightsbridge, will save nearly one hour and a half, over the usual route to Euston-square, and thence by omnibus. It is proposed that the same carriage which brings a party, either from Birmingham or Bristol, shall convey him on to the West London Terminus.

Railway Capital.—The extent of railways already constructed and in operation in the United Kingdom is 2,000 miles; the sum which has already been actually expended in their formation is no less than 79,000,000*l.* sterling; the projects now before Parliament will, if sanctioned, add nearly another 1,000 miles to the existing length of our railways, and were the cost of their construction to be equal to the rate of executing the existing lines, almost other 40,000,000*l.* sterling would be added to railway investments; but as the cost will not reach that rate, to add another 30,000,000*l.* sterling to railway stock will be probably a more truthful calculation. Thus in a few years the enormous sum of 109,000,000*l.* of money will have been invested by the English capitalists in the construction of railways at home, besides a very considerable sum which has been sent out of the country to assist in the formation of foreign railways.

Railway over the Menai Bridge.—This bridge will be made the means of transit over the Straits, in the projected line of railway from Chester to Holyhead, for the express purpose of fully testing its capabilities, and also of ascertaining how far the ordinary traffic conducted over it may, or may not, be impeded or injured by such means; and that in case reasonable fears should then exist of its durability as a medium of railway transit, or experience should shew that such transit is injurious to the trade now carried over it, a new bridge will be erected.—*Carnarvon Herald*.

The Great North of England Railway Company have recently made an offer to the Darlington and Newcastle Junction Company (whose line is about to be opened) to contract for supplying locomotive power and carriages of all descriptions for each train at 1*s.* 3*d.* a mile. By this estimate, ten third-class passengers, charged at the rate of 1*d.* a mile, as on the London and Birmingham and other railways, would pay the expenses of a whole train, capable of conveying several hundred passengers!

Atmospheric Spring for Railway Carriages.—This much-approved method of giving elasticity to railway carriages is now in constant operation on the Stockton and Darlington Railway, and is universally admired for its superiority over the ordinary spring now in use. The motion given to the carriage is perfectly smooth, easy, and free from the unpleasant sensation caused by the harshness of the steel spring; and the lateral motion, which in most carriages is so very disagreeable, is entirely removed.—*Durham Advertiser*.

The Sheffield and Manchester Railway Company have purchased the Huddersfield Canal, and intend to apply to Parliament for a direct line between Huddersfield and Manchester, by way of Saddleworth, Ashton, &c., to be carried as far as practicable alongside the canal.

Railway Returns.—Total amount received for traffic on the London and Birmingham Railway for the week ending April 20, 19,095*l.* 2*s.* 9*d.*; Birmingham and Derby Junction, April 20, 1,360*l.* 18*s.* 10*d.*; Grand Junction, April 13, 7,607*l.* 0*s.* 9*d.*; Birmingham and Gloucester, April 19, 2,143*l.* 10*s.* 8*d.*; Great Western, April 14, 15,624*l.* 1*s.* 10*d.*

CHURCH-BUILDING INTELLIGENCE, &c.

Bardsley New Church.—This structure, from its elevated site, may now be seen for many miles in every direction. It is a most beautiful specimen of the Norman architecture of the twelfth century. The whole design and execution reflect the highest credit on the architects, Messrs. Starkie and Cuffey. It is cruciform in figure, the transepts contributing greatly both to the external and internal elegance of the whole structure, which is in a light and chaste style. The stone-work of the transepts and vestry is complete, and ready for the internal finishing, which will be commenced next week. The tower is raised to the level of the roof of the church, and will be completed next month. The first stone was laid on Whit-Friday last year, by Jonah Harrop, Esq., of Bardsley House, and dedicated to the Holy Trinity. The presentation is in the hands of the trustees of Hulme's Charities, who have given the land and contributed munificently to the building and endowment of the church. A parsonage and Sunday schools will be erected in the field adjacent to the burial ground, which is in a spacious plot of land of a gravelly soil.—*Manchester Advertiser*.

Tamworth.—Among the curious specimens of ancient ecclesiastical architecture still remaining in this country, is the winding staircase at Tamworth Church. This staircase has one centre well running perpendicularly to the top of the church, into which a double staircase is so ingeniously laid, that two persons may walk from the bottom to the top of the church abreast, without seeing each other until they arrive at the top. This spiral staircase is almost unique in England.—*Church Intelligence*.

Bury Parish Church.—The erection of a new tower to the parish church of Bury is proceeding in a satisfactory manner. It is now considerably higher than the pediment (gabel) of the body of the church. The lovers of steeple music will be glad to learn that the old peal of six bells is to be superseded by an excellent peal of eight bells.

Birmingham.—The bishop of the diocese has presented a donation of 20*l.* towards the Queen's College and Collegiate Chapel in this town. The foundation-stone will be laid early in May.

The parish church of Broad Chalke, near Salisbury, an ancient structure, being the mother church of the Chalke deanery, is in a sad state of dilapidation. It is proposed, as soon as the necessary funds can be raised, to entirely new roof and repew the same. The amount required is about 1,400*l.* The subscriptions of benevolent individuals, aided by the various church societies and the liberality of the patrons of the living, amount to 1,100*l.*, leaving a deficiency of 300*l.*

Mrs. Lawrence, of Stodley Park, in addition to former liberal donations, has just presented 1,000*l.* to the Ripon Diocesan Church Building Society.

Her Majesty the Queen Dowager has graciously bestowed 30*l.* upon the Holme Cultram Church, Cumberland.

GOthic TRACERY, &c.—At the last weekly *conversazione* of the Royal Society in Albemarle-street, some very curious and elaborate specimens of carved Gothic tracery, executed by a newly-invented machine, for which Mr. T. Pratt, of New Bond-street, has obtained a patent, were exhibited, and excited a great deal of attention. The specimens are remarkable for their finish, as well as the beauty of their designs, and they can be produced with a rapidity and at a rate of remuneration which will put it in the power of most persons to have carved doors, pieces of furniture, &c. For the fitting up of cathedrals, churches, and public buildings, the employment of this machine will obtain at a tenth part of the usual expense better carving than can be procured by other means without incredible labour and great waste of time. The carvings for the church at Camberwell are being cut by this instrument.—*Morning paper*.

CHATHAM DOCKYARD.—An order has been received to light this establishment with gas.